

MEMOIRS of General William T. Sherman.

WRITTEN BY HIMSELF

RAISING THE SIEGE OF CHATTANOOGA.

THE SPLENDID VICTORY OF MISSION RIDGE.

A Rush to Burnside's Assistance.

LONGSTREET DRIVEN AWAY FROM KNOXVILLE.

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CHAPTER XIV—(continued). CHATTANOOGA AND KNOXVILLE—JULY TO DECEMBER, 1863.



WAS STILL busy in pushing forward the repairs to the railroad bridge at Bear Creek, and in patching up the many breaks between it and Tusculum, when, on the 27th of October, as I sat on the porch of a house, I was approached by a dirty, black-haired individual with mixed dress and strange demeanor, who inquired for me, and, on being assured that I was in fact the man, he handed me a letter from Gen. Blair at Tusculum, and another short one, which was a telegraph message from Gen. Grant at Chattanooga, addressed to me through Gen. George Crook, commanding at Huntsville, Ala., to this effect:

Drop all work on Memphis & Charleston Railroad, cross the Tennessee, and hurry eastward with all possible dispatch toward Bridgeport, till you meet further orders from me. U. S. GRANT.

The bearer of this message was Corp'l Pike, who described to me, in his peculiar way, that Gen. Crook had sent him in a canoe; that he had paddled down the Tennessee River, over Muscle Shoals, but on reaching Tusculum he had providentially found

heard my name called, and saw a very dirty fellow, followed by a file of men, running toward me, and as they got near I recognized Pike. He called to me to identify him as one of my men; he was then a prisoner under guard, and I instructed the guard to bring him that night to my camp, some 15 miles up the road, which was done.

Pike gave me a graphic narrative of his adventures, which would have filled a volume; told me how he had made two attempts to burn the bridge and failed, and said that at the time of our entering Columbia he was a prisoner in the hands of the rebels, under trial for his life, but in the confusion of their retreat he made his escape and got into our lines, where he was again made a prisoner by our troops because of his looks. Pike got some clothes, cleaned up, and I used him afterward to communicate with Wilmington, N. C.

Some time after the war he was appointed a Lieutenant of the Regular Cavalry, and was killed in Oregon by the accidental discharge of a pistol. Just before his death he wrote me, saying that he was tired of the monotony of garrison life, and wanted to turn Indian, join the Cheyennes on the plains, who were then giving us great trouble, and, after he had gained their confidence, he would betray them into our hands.

Of course, I wrote him that he must try and settle down and become a gentleman as well as an officer, apply himself to his duties, and forget the wild desires of his nature, which were well enough in time of war, but not suited to his new condition as an officer. But, poor fellow, he was killed by an accident, which probably saved him from a slower but harder fate.

It in possession of our troops. He had reported to Gen. Blair, sent him on to me at Iuka. This Pike proved to be a singular character; his manner attracted my notice at once, and I got him a horse and had him travel with us eastward to about Elkton, whence I sent him back to Gen. Crook at Huntsville; but told him if I could ever do him a personal service he might apply to me. The next spring when I was in Chattanooga, preparing for the Atlanta campaign, Corp'l Pike made his appearance and asked a fulfillment of my promise. I inquired what he wanted, and he said he wanted to

principal men of Florence (among them a Mr. Foster, who had once been a Senator in Congress), explained to them the capture of young Taylor and his comrade, and demanded their immediate restoration. They, of course, remonstrated, denied all knowledge of the acts of these guerrillas, and claimed to be peaceful citizens of Alabama, residing at home. I insisted that these guerrillas were their own sons and neighbors; that they knew their haunts, and could reach them if they wanted, and they could effect the restoration to us of these men; and I said, moreover, they must do it within 24 hours, or I would take them, strip them of their hats

and coats, and tie them to the tail-boards of our wagons till they were produced. They sent off messengers at once, and young Taylor and his comrade were brought back the next day.

Resuming our march eastward by the large road, we soon reached Elk River, which was wide and deep, and could only be crossed by a ferry, a process entirely too slow for the occasion; so I changed the route more by the north to Elkton, Winchester, and Decker. At this point we came in communication with the Army of the Cumberland, and by telegraph with Gen. Grant, who was at Chattanooga. He reiterated his orders for me and

MY COMMAND TO HURRY FORWARD with all possible dispatch, and in person I reached Bridgeport during the night of Nov. 13, my troops following behind by several roads. At Bridgeport I found a garrison guarding the railroad bridge and pontoon bridge there, and staid with the Quartermaster, Col. William G. Le Due, who was my schoolmate at How's School in 1836. There I received a dispatch from Gen. Grant, at Chattanooga, to come up in person, leaving my troops to follow as fast as possible. At that time there were two or three small steamboats on the river, engaged in carrying stores up as far as Kelly's Ferry. In one of these I took passage, and on reaching Kelly's Ferry found Orderlies, with one of Gen. Grant's private horses, waiting for me, on which I rode into Chattanooga, Nov. 14. Of course, I was heartily welcomed by Gen. Grant, Thomas and all, who realized the extraordinary efforts we had made to come to their relief.

The next morning we walked out to Fort Wood, a prominent salient of the defenses of the place, and from its parapet we had a

MAGNIFICENT VIEW OF THE PANORAMA. Lookout Mountain, with its rebel flags and batteries, stood out boldly, and an occasional shot fired toward Wauhatchee or Moccasin Point gave life to the scene. These shots could barely reach Chattanooga, and I was told that one or more shot had struck a hospital inside the lines. All along Missionary Ridge were the tents of the rebel beleaguering force; the lines of trench from Lookout up toward the Chickamauga were plainly visible; and rebel sentinels in a continuous chain, were walking their posts in plain view, not a thousand yards off. "Why," said I, "Gen. Grant, you are besieged;" and he said, "It is too true. Up to that moment I had no idea that things were so bad. The rebel lines actually extended from the river below the town to the river above, and the Army of the Cumberland was closely held to the town and its immediate defenses. Gen. Grant pointed out to me a house on Missionary Ridge, where Gen. Bragg's Headquarters were known to be. He also explained the situation of affairs generally; that the mules and horses of Thomas's army were so starved that they could not haul his guns; that forage, corn, and provisions were so scarce that the men in hunger stole the few grains of corn that were given to favorite horses; that the men of Thomas's army had been so demoralized by the battle of Chickamauga that he feared they could not be got out of their trenches to assume the offensive; that Bragg had detached Longstreet with a considerable force up into East Tennessee to defeat and capture Burnside; that Burnside was in danger, etc., and that he (Grant) was extremely anxious to attack Bragg in position, to defeat him, or at least to force him to recall Longstreet. The Army of the Cumberland had so long been in the trenches that he wanted my troops to hurry up, to take the offensive first; after which, he had no doubt the Cumberland army would fight well. Meantime the Eleventh and Twelfth Corps, under Gen. Hooker, had been advanced from Bridgeport along the railroad to Wauhatchee, but could not as yet pass Look-

out Mountain. A pontoon bridge had been thrown across the Tennessee River at Brown's Ferry, by which supplies were hauled into Chattanooga from Kelly's and Wauhatchee.

Another bridge was in course of construction at Chattanooga, under the immediate direction of Q. M. Gen. Meigs, but at the time all wagons, etc., had to be ferried across by a flying-bridge. Men were busy and hard at work everywhere inside our lines, and boats for another pontoon-bridge were being rapidly constructed under Brig. Gen. W. F. Smith, familiarly known as "Baldy Smith," and this bridge was destined to be used by my troops, at a point of the

cartridge-box, and 20 in the pocket!" At that time Blair commanded the corps; but Logan succeeded soon after, and, hearing the story, adopted the cartridge-box and the 40 rounds as the corps badge.

The condition of the roads was such, and the bridge at Brown's so frail, that it was not until the 23d that we got three of my divisions behind the hills near the point indicated above Chattanooga for crossing the river. It was determined to begin the battle with these three divisions, aided by a division of Thomas's army, commanded by Gen. Jeff C. Davis, that was already near that point. All the details of the battle of Chattanooga, so far as I was a witness, are so fully given in my official report herewith that I need add nothing to it. It was a magnificent battle in its conception, in its execution, and in its glorious results; hastened somewhat by the supposed danger of Burnside, at Knoxville, yet so completely successful that nothing is left for cavil or fault-finding. The first day was lowering and overcast, favoring us greatly, because we wanted to be concealed from Bragg, whose position on the mountain-tops completely overlooked us and our movements. The second day was beautifully clear, and many a time, in the midst of its carnage and noise, I could not help stopping to look across that vast field of battle to admire its sublimity.

The object of Gen. Hooker's and my attacks on the extreme flanks of Bragg's position was to disturb him to such an extent that he would naturally detach from his center as against us, so that Thomas's army could break through his center. The whole plan succeeded admirably; but it was not until after dark that I learned the complete success at the center, and received Gen. Grant's orders to pursue on the north side of Chickamauga Creek.

THE VICTORY AT MISSION RIDGE. HEADQUARTERS MILITARY DIVISION OF THE MISSISSIPPI, CHATTANOOGA, TENN., NOV. 25, 1863. Maj. Gen. SHERMAN.

GENERAL: No doubt you witnessed the handsome manner in which Thomas's troops carried Missionary Ridge this afternoon, and can feel a just pride, too, in the part taken by the forces under your command in taking first

so much of the same range of hills, and then in attracting the attention of so many of the enemy as to make Thomas's part certain of success. The next thing now will be to relieve Burnside, I have heard from him to the evening of the 23d. At that time he had from 10 to 12 days' supplies, and spoke hopefully of being able to hold out that length of time.

My plan is to move your forces out gradually until they reach the railroad between Cleveland and Dalton. Granger will move up the south side of the Tennessee with a column of 20,000 men, taking no wagons, or but few, with him. His men will carry four days' rations, and the steamer Chattanooga, loaded with rations, will accompany the expedition. I take it for granted that Bragg's entire force has left. If not, of course, the first thing is to dispose of him. If he has gone, the only thing necessary to do to-morrow will be to send a reconnaissance to ascertain the whereabouts of the enemy.

Yours truly, U. S. GRANT, Major-General. P. S.—On reflection, I think we will push Bragg with all our strength to-morrow, and try if we cannot cut off a good portion of his rear troops and trains. His men have manifested a strong disposition to desert for some time past, and we will now give them a chance. I will instruct Thomas accordingly. Move the advance force early, on the most easterly road taken by the enemy. U. S. G.

HAVING SEEN ENOUGH, we returned to Chattanooga; and in order to hurry up my command, on which so much depended, I started back to Kelly's, in hopes to catch the steamboat that same evening; but on my arrival the boat had gone. I applied to the commanding officer, got a rough boat, manned by four soldiers, and started down the river by night. I occasionally took a turn at the oars to relieve some tired man, and about midnight we reached Shell Mound, where Gen. Whittaker, of Kentucky, furnished us a new and good crew, with which we reached Bridgeport by daylight. I started Ewing's Division in advance, with orders to turn aside toward Trenton, to make the enemy believe we were going to turn Bragg's left by pretty much the same road Rosecrans had followed; but, with the other three divisions, I followed the main road, via the Big Trestle at Whitesides, and reached Gen. Hooker's Headquarters, just above Wauhatchee, on the 20th; my troops strung all the way back to Bridgeport. It was on this occasion that the Fifteenth Corps gained its peculiar badge; as the men were trudging along the deeply-cut, muddy road, of a cold, drizzly day, one of our Western soldiers left his ranks and joined a party of the Twelfth Corps at their campfire. They got into conversation, the Twelfth Corps men asking

what troops we were, etc. In turn, our fellow (who had never seen a corps badge, and noticed that everything was marked with a star) asked if they were all Brigadier-Generals. Of course they were not, but the star was their corps badge, and every wagon, tent, hat, etc., had its star. Then the Twelfth Corps men inquired what corps he belonged to, and he answered, "The Fifteenth Corps." "What is your badge?" "Why," said he (and he was an Irishman), suiting the action to the word, "40 rounds in

um, so as to use the bridge across the Chickamauga at its mouth. The next day we struck the rebel rear at Chickamauga Station, and again near Grayville. There we came in contact with Hooker's and Palmer's troops, who had reached Ringgold. There I detached Howard to cross Taylor's Ridge, and strike the railroad which comes from the north by Cleveland to Dalton. Hooker's troops were roughly handled at Ringgold, and the pursuit was checked. Re-

(Continued on second page.)

the soil seemed to forbid the landing of troops on the island, much more to erect batteries and mount heavy guns thereon.

It was determined, however, to erect a battery at a point already designated, and to carry the guns a distance of a mile through the swamp. To facilitate matters the volunteer engineers undertook the construction of a corduroy road from the place where the troops landed to Venus Point. The road was constructed by the untiring labor of the troops, which was of the most fatiguing nature, and the guns were placed in battery. An attempt was made to erect breastworks to cover the guns, but the mud, as fast as it was piled up for the battery,

slipped and sunk away; but the platforms were laid and the guns mounted. The guns were landed on a wharf made of filled sand-bags; long planks were laid across them. Tramways were laid along the marsh, constructed of planks 30 feet long, placed in parallel lines. Two sets of these parallels were used for each gun, and as fast as the pieces were taken over and set in position they were taken up and placed still further

marshy, uninhabited island called Jones's Island.

It was resolved to erect a battery on this island, the rear of which could be reached by the National gunboats. The first attempt, owing to storms and other causes, was not successful. A second expedition was organized to proceed to Jones's Island, and, if practicable, erect batteries there so as to command the Savannah River. This was done without the assistance of the naval forces.

The expedition was placed under the command of Brig. Gen. Viele, and consisted of the 48th N. Y. (Col. James H. Perry), two companies of the 1st N. Y. Eng. and two companies of the 3d R. I. Art. The troops, with six large guns (32-pounders), were embarked in flat-boats and in tow of light-draft steam-boats. The expedition reached Jones's Island, a preliminary reconnaissance was made of all points on the island and a site at Venus Point was selected for the

ERECTION OF A FORTIFICATION.

Jones's Island was found to be a mud-marsh. A pole could be forced into it in places to the depth of 15 feet or more with ease. The swampy character of

not even in barbettes, but standing on the naked platforms without the semblance of an embankment for the position of the gunners. After an engagement of an hour the rebels were driven off, the flag-boat being disabled and taken in tow. The guns were manned by a detachment of the 3d R. I. Art., under command of Capt. Gould. There was no loss on our side.

Subsequently another battery was placed on the upper end of Bird Island, opposite Fort Vulcan, on Jones's Island. The expedition for that purpose was fitted out at Hilton Head, with a detachment of Co. I under command of Capt. Joseph Walker, a detachment of the 3d R. I. Art., a battalion of the 8th Me., the 6th Conn., the 48th N. Y., and a full supply of heavy ordnance and trenching tools. A full reconnaissance and report had previously been made by Lieut. James H. Wilson, Topographical Engineer, of the water communications with the Savannah River, by which it was developed that the rebels had sunk the bulk of a brig, securely fixed by means of heavy piles, in what is known as "Wall's Cut," an artificial channel connecting Wright

SIEGE AND CAPTURE OF FORT PULASKI.

Interesting Manuevers About the Key to the City of Savannah.

PLACING BATTERIES.

Triumph of Engineering Skill and Perseverance.

INVESTMENT COMPLETE.

Phenomenally Small Loss in Lengthy Bombardment.

BY JAMES H. HAROLD, CAPTAIN, 1ST N. Y. ENG., PLAINFIELD, N. J.

(Continued from last week.)

THE ATTEMPT to reach the Savannah River having been abandoned, measures were undertaken to blockade the river and interrupt communication between Fort Pulaski and Savannah by land approaches and the establishment of batteries on the banks of the river. Between Wright and Mud Rivers, on the Savannah, on its northern bank, about five miles above the fort, is a broad,

entirely exposed, not even in barbettes, but standing on the naked platforms without the semblance of an embankment for the position of the gunners. After an engagement of an hour the rebels were driven off, the flag-boat being disabled and taken in tow. The guns were manned by a detachment of the 3d R. I. Art., under command of Capt. Gould. There was no loss on our side.

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the removal of the hulk was the first thing to be accomplished. Capt. Joseph Walker, by means of mechanical appliances suggested by his own ingenuity, succeeded, after seven days of unremitting labor, and in close proximity to the rebel forces, in removing the piles and hulk from the channel, so as to admit the passage of gunboats and light-draft steamers.

This being accomplished, the EXPEDITION PROCEEDED to the north end of Dawfuskie Island, at which point a camp and depot were established for operations in the Savannah.

Reconnoissances for suitable locations for the batteries were then selected. Bird Island was selected in preference to all others, as it afforded a more uninterrupted command of the south channel of the Savannah River. This island, as well as all others in the river, are merely deposits of soft mud, and are always covered at

vance. Holes were bored in the planks and ropes looped through the holes, so that the planks might be more easily dragged by the troops. In this manner the guns were conveyed across Jones's Island to the chosen position.

Col. Perry, Lieut. James H. Wilson, of the U. S. Engineers, and Lieut. Horace Porter, of the Ordnance Department, superintended the removal of the guns. On the first night the heavy guns were dragged 200 yards. The second night the work proceeded and the guns were dragged the remainder, and before morning all were in position. This work of tugging the guns was performed entirely by the 48th N. Y.

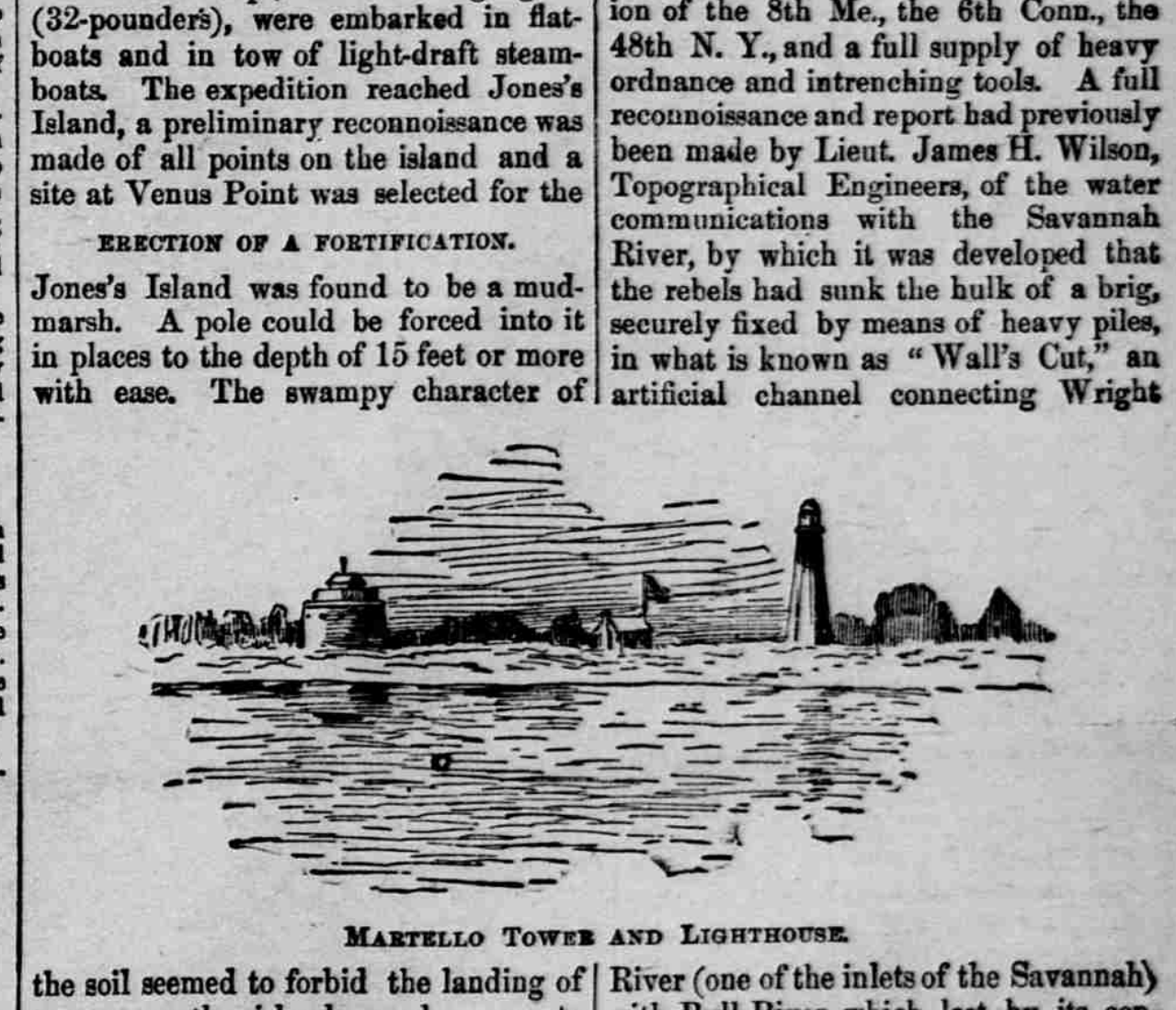
In the morning a rebel gunboat coming down the Savannah to reconnoiter was doubtless amazed to find a Union fort confronting her. As the rebel craft approached the new work, the latter opened fire, but by hugging the western shore of the river she successfully passed the battery and proceeded to Fort Pulaski. It was discovered by this occurrence that the guns on Jones's Island did not completely command the river, and it was determined to erect another battery on the west end of Bird Island, in the middle of the river, opposite, which was subsequently effected and the river effectually blockaded.

The work at Venus Point was named Fort Vulcan; that at the head of Bird Island, Fort Hamilton. The task of constructing these batteries was one of exceeding difficulty, and a triumph of engineering skill and perseverance. The preliminary survey of Jones's and Bird Island was made by Capt. (afterwards General) Gillmore.

On Feb. 15, the battery on Jones's Island having meantime driven back several steamers which had undertaken to run down to Fort Pulaski, an attack was made on it by the rebel flotilla. The guns at this time were



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